Steam is unquestionably the great agent to be used on the ocean, as well for purposes of war as of commerce. The improved system of screw propellers instead of side-wheels is one of the grand desiderata to render the use of steam effective in naval warfare, the one being exposed to the shot of the enemy, the other submerged and comparatively secure. When the bayonet was added to the musket the invention was applauded for placing in the hands of the soldier at one time two engines of destruction; and the introduction of the screw propeller has been similarly appreciated as combining without confusion two elements of progress, the sail and the steam-engine. Side-wheel steamers are much impaired in their capacity for sailing, and consume too much coal for distant cruises. for sailing, and consume too much coal for distant cruises.

Those now on hand can be made to answer well for short cruises and as dispatch vessels. The screw propeller being upon a principle not so much interfering sailing capacity, with the improved models of the present day, can be so constructed as to sail as well as the best clipper ships, and reserve the use of steam for emergencies when greatest speed is required on when a state of the day? The timid and the laggard are promoted as generies when greatest speed is required on when a state of the day? The timid and the laggard are promoted as rapidly as the brave and the active. The officer who has greatest speed is required, or when, in a gencies when greatest speed is required, or when, in a borne himself well in twenty years' service, amidst the calm, a desirable position can be the more promptly and storms and the dangers of the sea, beneath tropical suns surely taken. The great necessary expense incident to the expedition to Japan could have been materially, indeed one-half, curtailed had it been in the power of the pay with those of his own grade who have lingered

I recommend, therefore, that the Department be au-thorized to have constructed at least six first-class steam thorized to have constructed at least six first-class steam frigate propellers. The opinion is entertained that that number may be built in our several yards in addition to the work now going on and the repairs usually needed on the return of vessels from long cruises. It is estimated that they will cost between four and five millions of dollars, and can be built in about twenty months. With the exception of some deficiency in the supply of white-oak and yellow-pine, which can be without much difficulty procured, we have on hand at the various yards ample material to accomplish what is recommended. It will be perceived, on referring to the estimates of the Bureau of Construction, &c., that an estimate is made of the entire cost—of the cost without purchasing any material, and of the probable amount which would be expended during the fiscal year without regard to great dispatch. This was done in order that the subject might be taken as appeared wisest. As it is deemed desirable to make this addition to a construction of the service, by considerations of justice, but absolutely necessary to the preservation of efficiency and usefulness. There are officers who have as appeared wisest. As it is deemed desirable to incident to the exposures of a rough seafaring life, have make this addition to a construction of the service, and the subject might be taken as appeared wisest. As it is deemed desirable to incident to the exposures of a rough seafaring life, have be understood properly, and that such action might be taken as appeared wisest. As it is deemed desirable to make this addition to our naval forces as early as practicable, in consideration of the number of vessels will soon be unfit for service and not worth repairing, and as it is important to retain on hand for emergency a reasonable supply of building material, I venture to suggest the policy of making the appropriation at an early day, to enable the Department to build them with dispatch and purchase a supply of material, so as not to diminish the amount on hand.

There are two frigates-the Santce, at Kittery, and the since 1819. They can be altered and made to conform to modern improvements, and be most useful substitutes for two frigates of the same class withdrawn as worthless. I recommend that they be thus reconstructed and launched. Estimates of the cost will be furnished should the suggestion be adopted. The old ship-of-the-line, the Franklin, is being repaired at Kittery, and her model much changed, with a view of converting her into a firstclass steam-frigate.
Should these recommendations be adopted, our naval

force will be materially strengthened by the addition of two first-class sailing frigates and of seven first-class steam frigates, capable of mounting fifty guns each, there being no steamer at present of more than ten guns. My opinion is that it would be sound policy to dispose of such vessels as are deemed unfit for service as vessels

I cannot allow this occasion to pass without an allusion to the repeated failures in our steamships-of-war to fulfil the public expectation. I deemed it my duty to order a searching investigation into the causes of these deplorable disasters, and appointed a board of three engineers and one constructor to inquire and report to the Department the causes of the failures and the parties who were responsible. Their report is on file in the Department which may profit from the facts which it discloses.

Although I have endeavored to throw around recen contracts safeguards, by reserving the payment of one-half of the contract price until the work is completed and successfully tested, which I trust may insure good results, I unhesitatingly renew the recommendation heretofore made of the importance of establishing machine-shops at several navy-yards on the Atlantic and at San Francis co, on the Pacific coast, for the construction and repair co, on the Pacific coast, for the construction and repair of machinery for steamships-of-war. Recent occurrences have multiplied cogent arguments in favor of that policy. With the exception of limited arrangements in the Washington navy-yard, the Government is entirely dependant upon private contracts. The yard at New York is regarded as large and useful, and well adapted by its plans for purposes of naval construction. Yet when the steamer Princeton returned from her cruise on the fishing grounds, to be repaired merely she had to leave the paysy-yard for to be repaired merely, she had to leave the navy-yard for regulating. They are useful officers. self when necessary of the skill of private establishments, but it is submitted whether it is not wise to have a few machine-shops in which the supervision and judgment its own superintendents may be exercised as to material

workmanship, and time. It is submitted, also, that it is important that the De partment be authorized, when expedient, to increase the enlistment of men from the present number of 7,500 to

The suggestions of the Bureau of Medicine and Su gery on the propriety of increasing the number of the medical corps of the navy are commended to a favorable

The recommendations in the report from the command ant of the marine corps are entitled to consideration. For the prescription of discipline on ship board and active service in emergency on shore, the importance of this highly appreciated. The improve ment of the barracks at the several stations specified in the report, the increase of the corps, the policy of adopting some plan for securing the services of officers educated and disciplined as the officers of the army and navy.

are subjects deserving attention.

This corps has ever been found faithful and useful. am clearly of opinion that it should be enlarged, for in its present limited condition the active service of officers and men is frequently demanded before it is possible to qualify them properly with sufficient drilling.

I have thus frankly presented my views of the policy

and importance of enlarging our naval force.

RE-ORGANIZATION OF THE NAVY.

I cannot withhold the expression of my opinion that the present organization of the navy is not only essentiated. tially defective and unwise, but is in its practice tion working palpable and serious mischief to the efficien cy and character of that branch of the public service.

I am not insensible to the fact that proposals for radi-cal reform, however much suggested by the results of experience, observation, or reflection, are often viewed with distrust and doubt, as rash innovations upon familiar and long-established systems-clung to, sometimes with tenacity and abandoned generally with reluctance. From a sense of justice to the service and duty to the Government, I venture to expose to view some of thos defects, and briefly recommend remedies by which, it is hoped, they may be to some extent removed. This subpation or association has brought them in contact with the navy, and, as it has more recently won the consideration of Congress and the public, great solicitude is felt great hope is entertained, that the much-needed relie

will be no longer delayed.

The great evil in our present system is, that neither merit, nor sea-service, nor gallantry, nor capacity, but mere seniority of commission regulates promotion and pay. The gallant, chivalrous men of the navy feel subdued, dispirited, discouraged; their ardor is chilled; the fire of their young ambition and pride is well-nigh extinguished; many are leaving the service to which they have so ong fondly clung; many remain only because of the che rished expectation of reform. The officer who encounters all the perils of the deep, wins the admiration of the world for his brilliant achievements, and makes his coun trymen prouder than ever of the country, returns to rest awhile from his toils but to feel mortified in seeing the indolent, the imbecile, who have known no toils and have never met the enemy, daily promoted over him. It is true that the Executive has power, to some extent, to interfere and exercise a discretion as to promotion; but so fixed and well-settled has been the almost uniform course, since the organization of the navy, of promoting according to seniority of commission, that the effort by any Executive to deviate from it without the sanction of law could only be made at the hazard of charges of favoritism and prejudice, productive of a discontent as injurious probably as the evil itself. It is true, also, that the Secretary of the Navy has the discretionary power to place officers on furlough, and thereby reduce their pay. It has frequently been done. I have exercised the power But, in the absence of some uniform rule, sanctioned by law, the effort at discrimination, however sin-cere and disinterested, is so embarrassed with difficul-ties—by no means diminished by the interposing appeals

of the friends of the parties—that this power, if not para-lyzed, is divested almost entirely of its salutary and cor-To illustrate the unfairness of the present system, per mit me to mention a few facts, not with the view of invidious comparison, but solely to elucidate the subject. forty years, whose total sea service is less than ten years, who receive the same pay with those of their grade whose sea service is fifteen, eighteen, and more than twenty years.

of the friends of the parties—that this power, if not

vast improvements suggested by the tests of experience | These officers, who are thus receiving pay, prevent the | on pay) if within a certain time they choose to re-enlist and the inventive genius of the architects of our own and | promotion of those below them who have seen more than | in the service. This would possess a two-fold virtue—of These officers, who are thus receiving pay, prevent the promotion of those below them who have seen more than twice their service at sea and have helped to give their country a name. There are inefficient officers who have not done duty, on sea or shore, for twelve, fifteen, and twenty years. There are lieutenants who have seen double the service of some of a higher grade, and receive but half their pay. There are many passed midshipmen of more than ten years' sea service, whose pay on leave is six hundred dollars; and there are their superiors in rank of less than ten years' sea service whose pay is twenty-five hundred dollars.

The pride of rank and position is the animating ele ment that imparts vigor to the arm, courage to the heart, buoyancy to the spirits of the faithful officer; and there is a peculiar sensitiveness to the slightest neglect. But, in a country like ours—so full of rich fields inviting the enterprising, presenting so many paths through which the aspiring may advance to fame and fortune—what is there in the above outline of the picture which our naval sys-Department to have supplied the squadron with screw propellers instead of the side wheel steamers, now costing so much from the consumption of coal.

I recommend, therefore, that the Department be augrade should be content until he attains a higher rank. This reasoning, however, is met by conceding the cor-

incident to the exposures of a rough seafaring life, have rendered unfit for duty. They have been faithful public servants, ever ready to obey orders, and from their voca-tion improvident for the future. On retiring such men to secure the aid of the more vigorous and active, a grateful country may well deal generously, and thus, at the same time, administer kindness to age and fidelity, justice to the deserving. I believe this plan of a retir ed list can be so arranged as to protect the Treasury from the heavy drains of an odious pension system. There are two frigates—the Santee, at Kittery, and the Sabine, at New York—which have been on the stocks ed, stop the pay of the discharged, organize thus a corps of efficient officers, and, as a question of economy, this system, with proper guards and restrictions, may be on rather of retreachment than extravagance. To apply these principles, and reduce them to practical operation, may at first seem inconvenient and embarrassing. But, in common with many who have bestowed much consideration on this subject, I am persuaded that the difficulties are far from being insurmountable.

A board of officers, of various grades, carefully selected by the President, can be convened periodically to report to him the names of those who, in their judgment, should be made subjects of the rules prescribed. Their report may be subject to the approval, or reversal, or dification of the President. To enable them to act intelligently and impartially in this delicate task, the Secretary of the Navy can lay before them not merely the Navy Register and the records of the Department, but may materially contribute to their enlightenment by in-viting, in the least offensive and most delicate mode, the opinions of the officers themselves touching the fitness of those of their own grade and those below whom asociation and opportunity have enabled them to know. But I forbear to enlarge upon the details necessary

ive shape and effectiveness to the proposed reform. In the present system of pay, experience and observation convince me that there is a radical error. Although pay should not be and is not the chief incentive to activity, yet every consideration justifies the policy and propriety of, to some extent, regulating pay by service. The difference between leave of absence and duty pay is so very small that it practically invites the officer to avoid sea-service, and really makes it more profitable to be idle than to labor. If sea-service gave a certain percent's increased pay, under proper limitations and restrictions, the beneficial effects would be twofold. It would be but a just reward to diligence, and would stimulate officers to go to sea, so as to swell their income for themselves and families. I recommend, therefore, a modification of our present pay system in accordance with these views, and I am satisfied it will promote a desire for sea-service, instead of a reluctant obedience to orders. The pay of the forward warrant officers also needs though pay should not be and is not the chief incentive for sea service, instead of a reluctant obedience to or-ders. The pay of the forward warrant officers also needs

The specifications, however, of the various change which appear to me all-important in regard to rank, prowhich appear to me ail-important in regard to rank, promotion, and pay, would unnecessarily extend this report;
and, with the expression of a hearty willingness to cooperate with Congress in arranging the details of measures to accomplish what may to it seem needful, I proceed to throw out a few suggestions touching the modification of our system in regard to seamen, with a view to
encourage more permanent enlistments, to identify them ore thoroughly with the navy, and elevate their character by a plan of rewards as well as punishments.

SUGGESTIONS TO PROCURE SEAMEN. While the vigor and reform incident to our happy Ame rican institutions have been successfully infused into almost every department of Government and penetrated most every fibre of the body politic, the neglected sailor, if we except the generous munificence of asylum and hos-pital, has too rarely felt the friendly touch of the legislative hand, and has continued to toil on under a code of discipline and laws but little modified since the days

when the press-gang dragged the unwilling victim from the hovel to the man-of-war.

With a population approaching 30,000,000, full of enterprise and adventure, the difficulty of procuring sailors to man our ships-of-war—more particularly the difficulty of enlisting the young men of our own country—is not only attracting the attraction of the rability has recognized as attracting the attention of the public, but seriously em-barrassing the efforts of the Department to maintain even the small naval force now allowed by law. Hundreds of merchant vessels are almost daily darting forth from our busy marts, readily filled with cheerful seamen, courting danger upon the element on which they love to live, while our ships-of-war are lingering in port until the recruiting officers, by hard effort, can manage, by the aid of the exacting landlord of the sailor tavern and a small

county, to procure tardy enlistments. Our cities, towns, and villages are thronged with athletic young men, struggling anxiously for employment in petty offices in every department of labor; and when dis-appointment and idleness beget dissipation, and dissipa-tion reduces to degradation, and friends regard them as ourdens to family and nuisances to society, then, and of ten not till then, do we hear the remark that they are now only fit to become sailors in the navy! Why are the laboring young men of our country so re-luctant to sail and serve under their country's flag? Is

it a dishonorable calling? Why do our merchant marine find comparatively so little difficulty in procuring seamen Is it because they care more for them, encourage them

more, pay them better?

While I am far, very far, from proposing to relax dissipline, to tolerate insubordination, to hesitate at administering punishment—sure punishment to correct the of-fender and to deter the innocent—I do propose some reform of our system so as to reward the meritorious, to elevate the character of our seamen, to give more respectability to their pursuit, to cause them to become identified with, incorporated into, and a part of the navy itself; to pay them better, to encourage them to love the flag under which they sail, and when they walk the deck of the man-of-war in a foreign port and compare their condition with the sailors of other Governments, to feel some pride in

being American sailors under American colors.

There is much in the character of the sailor to excite our admiration, much to enlist our sympathy. He is brave, generous, self-sacrificing; and when, after a long cruise, far from home and friends, tempest-tossed and weather-beaten, he treads upon the soil of his country again, discharged from the service, improvident and wasteful, unfit for land service, the victim of the more cunning, soon bereft of his hard earnings, surely it is but natural that this wanderer should look to his Government to care for him, and invite him to return to a service for which alone he is fitted, and in which he is so much relied upon to protect the commerce, the rights, the honor of that Government. Without well-disciplined, contented, and efficient seamen to man our ships, we may have officers of gallant bearing, vessels of storm-defying strength and beautiful symmetry, but the vital spirit will be

wanting.

It becomes, therefore, a matter of grave inquiry hor shall this branch of the public service be modified so as to secure the best seamen and prevent expensive delays in

dispatching vessels whenever ready for commission?

In the first place, I deem it indispensable that some plan be adopted by which our seamen shall become more distinctly and permanently a part of the navy and attached to the service. Whenever a ship-of-war now returns from her three-years' cruise the officers are detached and grant-ed a leave of absence for three months, with leave-of-absence pay; but the seamen are peremptorily discharged—disconnected from the service. If they have been meritorious, I propose that on their return they be granted an honorable discharge (to be considered a leave of absence

in the service. This would possess a two-fold virtue—of fair and generous treatment at parting and an invitation to continue a member of a family caring for them during a temporary absence. They will soon regard the ship-of-war as their home; they will feel that they are a part of the navy of their country; they will compare their condi-

tion with that of the seamen of the mercantile marine, appreciate their advantage, and cling to the service.

It may be also well worthy of consideration whether it would not be wise very gradually, and never beyond a reasonable limit, to increase the pay of the seamen in proportion to the number of continuous cruises he makes, thereby creating an additional incentive to remain in the service. It is believed that by the officers in command, on returning from a cruise, filing in the Department a certified list of those who are honorably discharged, there will be but little difficulty in simplifying and executing this plan, and so systematizing it by registration as to produce the good results incident to making them a regular part of the navy, and thus touch their pride as well as their hearts. Many interesting suggestions on this sub-ject were commended to the consideration of Congress by

my immediate predecessor.

Another change indispensable to the prompt securement Another change indispensable to the prompt securement of the services of first-class seamen is to pay them at least as much as their skill, experience, and character will command in the merchant service. It is the effort of the Department to regulate the pay of the hundreds of mechanics and laborers in the various navy yards, so as to correspond with the pay of similar employés in private establishments outside of the yards. Such, however, is not the case in fegard to seamen. The appropriation will not permit it. It is true that necessity has recently driven the Department to paying a bounty, which will be suspended so soon as the vessels indispensable to the serice are manned.

Busy enterprise is dotting every ocean, and sea, and Busy enterprise is dotting every ocean, and sea, and river with vessels. The demand for seamen is proportionally increased. The wages now range from fifteen to twenty dollars per month, whereas in the navy the best seamen are paid but twelve dollars. Can we expect, therefore, to command readily any seamen, much less the best, under this state of things? My opinion is, therefore, that the pay should be increased.

But perhaps the most practical and important reform to promote efficiency in the corps of mariners is the blending together a system of rewards and punishments, to en-

promote emetency in the corps of mariners is the blending together a system of rewards and punishments, to encourage the meritorious and to subdue the disorderly.

The abolition of punishment by flogging, without legalizing some substitute therefor, has already occupied the attention of Congress and the country, and severely tested the forbearance and ingenuity of officers and the character of our seamen. This subject has a graged my character of our seamen. This subject has engaged my earnest and anxious inquiry, and I have no hesitation in expressing an opinion against its restoration. Having re-cently visited many of the ships in commission, conversed with the veteran sailors, and listened to the narratives of officers who have had the command of large crewsince the law of 1850, my decided conviction, concurred n too by many officers who originally epposed its abolition, is that its restoration would create discontent and desertion, and prove positively prejudicial to the efficiency of that branch of the public service. But, at the same time, I cannot too seriously urge the policy of legalizing

It is said that the confinement of the disorderly and refractory seamen is but little punishment to them, but rather burdensome and oppressive to the faithful, whose ncreased labors make them the sufferers, and create a reuctance on the part of good sailors to remain in the service. This suggestion merits consideration. I propose a remedy by which the punishment of the indolent and serter will increase the pay of the faithful, and thereby

end to promote his contentment instead of murmurs.

The sailor on shore is reckless and wasteful; afloat s remarkably avaricious, and daily counts over the baances due him, and estimates his reckonings of pleasures t the end of his cruise by the amounts he hopes to realize. If the good sailor does the work of the indifferent punish the laggard by a forfeiture of pay, not to the Government, but to the faithful sailor, and he will do the additional labor with additional good will and without a with increased burdens by his desertion, change the pre-sent regulation; let the deserters' pay be forfeited to the portion of the crew, and not, as now, to the Gov

Instead of investing the commander of the ship with this responsibility—in cases involving either a forfeiture of pay or a discharge from the service—let a commission and constituted a court, whose decisions shall be subjecto the approving power of the commanding officer. This would obviate the necessity, expense, delay, and demora-

would obviate the necessity, expense, delay, and demora-lizing influence of frequent courts-martial, composed, as at present, of a higher class of officers.

Let this minor court on every ship, with the approving, reversing, or mitigating power of the officer in command, have plenary power to confine offenders, with a reduction of rations, with or without pay. Empower the com-mander, upon the recommendation of this commission, to mander, upon the recommendation of this commission, to discharge offenders with forfeiture of pay. Let the fund occuping from the forfeited pay of the imprisoned. the discharged, and the deserters constitute a merit fund, not to be distributed until the termination of the cruise and then to be distributed according to the judgment of this commission, based upon the conduct of the crew, those who are by them adjudged on the homeward bou passage to have been meritorious and taith in and loyal to their flag. The fund thus accruing from various sources, at the end of a long cruise, would constitute a prize sufficient to stimulate the crew to win a share by fidelity to the end; and the forfeiture of pay, with con-finement and reduction of rations, would diminish

The establishment of this tribunal on each ship-of-war on a cruise would tend much to secure obedience from the crew to those in command, and thus, instead of flogand other degrading punishments, substitute close confinement, forfeiture of pay, reduction of rations, denial of liberty and shore privileges. These would punish the offending. Let the "honorable discharge," temporary leave-of-absence pay, the distribution of the merit fund, liberty and shore privileges, be the reward of the peritorious and true.

EXPENSES OF THE NAVY

The estimates for the support of the navy and the ma-rine corps for the year ending June 30, 1855, and for all objects coming under the control of this Department, are n the aggregate......\$11,780,515 19 rom which deduct special objects, in-

cluding transportation of the mails in

Leaves for the support of the navy and The total amount drawn from the Treasury during the fiscal year ending June 30, 1853, as exhibited by the statement of appropriations for the naval service prepared by the Second Comptroller of the Treasury, From which deduct repayments.

1,111,454 7 As the total expenditures for all objects

under the control of the Navy Department; but of this amount there was ex-

pended for special objects the sum of ... 4,039,942 3 Leaving....s the legitimate expenditures for the support of the

navy and marine corps for the fiscal year 30th, 1853. On the 80th June, 1853, the unexpended balances all appropriations coming under the cognizance of the Navy Department was \$2,220,276 45. This amount will required for the expenditures for the current fiscal rear, in addition to the appropriations made for the fiscal

year ending June 30, 1854.
Attention is invited to the reports of the several bu eaus, embracing suggestions and estimates bearing on the portion of the public service belonging to each respec-tively. Experience confirms me in the propriety of con-curring in many of the important changes in the present contract system, particularly presented in the report from the Bureau of Provision and Clothing.

Under the existing system contracts are taken too often speculators, who, not being regular dealers in the arby speculators, who, not being regular dealers in the article they propose to supply, merely embark in the business for the purposes of either selling the contract, or only complying with its terms if the state of the market will admit of large profits being made. Suits are often brought on the bonds, but a successful recovery is far from being generally the result of the trial. I trust that

from being generally the result of the trial. I trust that the embarrassments which surround this subject may be relieved by salutary legislation.

In the present organization of the Navy Department there is a degree of labor burdensome and embarrassing to the Secretary of the Navy, and severely distracting his attention from important business, which might, with great propriety and advantage, be otherwise distributed. The establishment of a bureau of personnel would merely add to the expenses of the Government the difference between the present pay of an officer and what Congress might deem a proper salary for one discharging the dumight deem a proper salary for one discharging the du-ties of such a bureau. No additional clerks will be need-

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

SATURDAY, DECEMBER 10, 1853.

THE PRESIDENT'S MESSAGE.

Due place is accorded in the preceding columns the Message of the President of the United States, transmitted yesterday to both Houses of Congress. To a large portion of our readers its contents will not be new, as copies of the entire document will have been distributed in every direction before this paper containing it can reach their hands. Did we, therefore, set no higher estimate upon the value of this annual State paper than some of our contemporaries in certain parts of the Union have heretofore been known to do, we might think it unnecessary to make our readers further acquainted with it. But. always deeming much higher of the consequence of this State paper, annually emanating from the Chief Magistrate of the Republic, in the discharge of one of his first constitutional duties, we have never failed to record it at large, as we do to-day, ipon the tablets of the National Intelligencer.

Without attempting at present any thing like review of this important exposition of the state of the Nation, and of the views entertained by the President upon particular questions of national policy, we may be allowed to say that, as a whole, the perusal of it has afforded us gratification in many things-and even agreeable disappointment in someleaving us little to regret but its opinions, differing from our own, on certain points upon which we had no reason to expect them to agree.

By far the most interesting, and, we are sure, the nost acceptable, to almost every class of readers, is nearly the whole of that part of the Message which treats of our relations with Foreign Powers. Contrary to what we had been led to expect, from the rumors confidently circulated in certain public journals of the existence of serious misunderstandings between this Government and more than one Foreign Power, we learn from the Message that no questions are depending between the United States and any other Government but what there is good reason to believe may be amicably adjusted. With Great Britain friendly negotiations are depending both in regard to the Fisheries and to the Central American question, with a prospect of a favorable result. With France our relations continue on the most friendly footing, and a commercial treaty is in the course of negotiation. With regard to Spain, the President announces, with undisguised satisfaction, that since the last Congress no attempts have been made by unauthorized expeditions within the United States against either of her colonies, and that all the means at his command will be vigorously exerted to repress any movement towards such unlawful acts that shall hereafter be manifested within our limits. Between the United States and Mexico there are, as it is well known, open ques tions, especially that concerning the true boundary line of our Territory of New Mexico and the Mexican State of Chihuahua; but "it is reasonable to expect, negotiations having been opened by would be very simple, would break the force of captious able to expect, negotiations having been opened by cavilling at the single judgment of the commander, and the two Governments on the subject, that an arrangement satisfactory to both countries may be concluded and a lasting friendship between them confirmed and perpetuated." [It cannot escape the attention of any reader that the phraseology of this latter sentence, literally quoted from the Message, excludes the idea of any design, on the part of the acquisitions of Mexican territory.] Between this Government and the States of South America there exist amicable relations and friendly intercourse. With Austria there appears to have been no recent controversy except that relating to the case of Koszta, from which the President does not intimate any apprehension of further ill-will between the two countries. With regard to China and the expedition to Japan, we learn that our Commisioners have commercial objects only in view.

WE ARE THUS, in the language of the President, T PEACE WITH ALL FOREIGN POWERS.

We will not detain our readers to-day by any further remarks upon the Message, reserving for a future opportunity what we may have yet to say upon several heads of it.

IMPORTANT FROM MEXICO.

A letter from the city of Mexico as late as the 18th ultimo, published in the New York Freeman's Journal, contains the following intelligence, by which our readers will perceive that a handful of banditti are extending the area of liberty and laying the foundation probably of a new State for our glorious Union : CITY OF MEXICO, NOVEMBER 18, 1853.

To the Editors of the Freeman's Journal:

Intelligence has just reached here that an American barque, (name not given,) with one hundred and sixty filibusteroes, had landed at La Paz, in Lower California from San Francisco, somewhere about the close of the first week in the present month, and had, after taking possession of the town, declared the independence of the country. This information is communicated by Mr. FORBES, the American Consul at San Blas. As you may suppose, great excitement prevails here, and it is now difficult to say what will be the upshot of affairs.

The Board of Directors of the Baltimore and Ohio Railroad Company have declined to accept the ordinance providing for the endorsement by the City of Baltimore of their bonds to the amount of five million of dollars, on account of objectionable provisions in the act. It may, however, yet be modi-

CLAIMS ON THE BRITISH GOVERNMENT.-The London Times of the 16th ultimo has the following paragraph in relation to the mixed commission to settle the outstanding claims which citizens of either Great Britain or the United States might have against the Government of the other :

against the Government of the other:

"The commission, consisting of Mr. Edmund Hornby, on the part of the British Government, and Judge Upham, of New Hampshire, on the part of the United States, have mutually agreed on the appointment of Mr. Joshua Bates, of the firm of Baring, Brothers & Co., of London, as arbitrator or umpire for the two Governments. Mr. Bates accordingly attended yesterday at the office of the commissioners, and received his appointment, and subscribed the declaration required by the convention."

THE ARMORY COMMISSION .- We learn from the Spring field Republican that the Commission on the National Ar mory have, in obedience to instructions, made their reports to the Secretary of War. No two members agree in their opinions, and each has made a separate reports

THE LATE MASSACRE ON THE PLAINS.

In the subjoined communication the reader will find the particulars of the late massacre by Indians of a portion of Capt. GUNNISON'S surveying party, on the Western Plains, which have been looked for with much interest:

States Army, to his excellency Gov. Young, which you will herewith receive?

JOHN M. BERNHISEL, Delegate from Utah

IN CAMP, NEAR FILLMORE, U. T.,

October 29, 1853.
Governor: Deeming that it may be of interest you, I hasten to send you a succinct account of the late terrible massacre which occurred in this vicinity on the morning of the 26th instant. On the morning of the 25th instant Capt. J. W. GUNNISON, with a portion of his scientific party, an escort of seven men, and Mr. Wm. Potter, of Manti, as guide, left our camp on Sevier for the purpose of surveying the lakes. The same morning I moved with the remainder of my command four-teen miles up the Sevier, there intending to await the return of the late Capt. Gunnison. On the morning of the 26th, at 111 A. M., the non-commissioned officer in. charge of the escort came running breathlessly into camp, saying that their party had been surprised, and he believed all had been killed. I immediately proceeded to the fatal spot with all the troops I had, in hopes saving some of the party or rescuing the wounded. On my way I met three or more of my men who had escaped, all of whom confirmed the sad intelligence, but knew not who had fallen. Pushing rapidly on, I reach knew not who had fallen. Pushing rapidly on, I reached at dark the spot where three of the party had fallen. Their bodies were filled with arrow wounds, though not otherwise mutilated. I halted my command here for the night, and waited until daylight, when I proceeded on. Reaching the vicinity of the camp, I found the remaining corpses of the party, all of which were stripped, and some mutilated. Capt. Gunnison was killed by and some mutilated. Capt. Gunnison was killed by fifteen arrow-wounds, and had his left arm cut off. Mr. Creutzfeldt had both arms cut off. The statement made by the survivors is as follows: That Capt. G. reached the first pond or lake at 3 P. M. on the 25th instant, and encamped between the lake and river and a bend of the river thickly fringed with willows; that the party arose at daybreak, and were in the act of breakfast when a terrific yell was raised on their left, accompanied by a discharge of rifles and a shower of arrows. The escort seized their rifles, and some few shots were exchanged, when, finding that the Indians were rapidly closing around their little party, they all tried to reach their horses. Those who succeeded escaped, while those who failed fell. The lowest number of Indians is stated at sixty. The American party consisted of twelve men,

all told.

Names of the killed.—Capt. J. W. Gunnison, Corps of Top. Eng., U. S. A.; Mr. Wm. Potter, guide, Manti, U. T.; Mr. R. H. Kern, topographer of the party; Mr. Creutzfeldt, botanist of the party; Privates Caulfield. Ciptrott, and Mehrteens, company A, mounted riflemen

John Bellows, employé.

The Indians secured eight rifles, two double-barrel shotguns, seven pistols, and about one thousand rounds of cartridges or ammunition, all the scientific instruments with the party, and some of the notes of the survey, all of those of the Wahsatch Mountains, and in fact most of the sketches and topography between the San Rafael

In concluding this basty note, permit me to make known my obligations to Mr. Richards and President Call, of the city of Fillmore, for their kind assistance in enabling me to send an express with this intelligence to the General Government and to your Excellency. I am, sir, with much respect, your obedient servant,
R. M. MORRIS,

Brevet Captain U. S. Army. To his Excellency
Gov. BRIGHAM YOUNG, Utah Territory.

We add an extract of a letter from a member of surviving party, addressed to his father in this city: FILLMORE COUNTY, UTAH TERRITORY.

It is with great pain I have to inform you of the mur-der of Capt. Gunnison, Mr. R. H. Kern, Mr. Creutz-feldt, captain's servant Bellows, and three riffemen by the names of Caulfield Mehrteens and Lintroft. They left our camp on Sevier river on Tuesday morning, 25th instant, for the purpose of surveying Sevier Lake. They had proceeded some fifteen miles, and camped on the river, when they were attacked by a party of Indians, supposed to be the Parvants, on Wednesday merning, a little before sunrise, as they were at breakfast. The party consisted of twelve, four of whom escaped, (riflemen.) We had moved our came in the surrounding the suppose of the suppose o tended to await their return where we received the ac count of the attack by one of the men between 12 and 1 o'clock. As soon as the news was received Captain Morris, with his men, proceeded as fast as possible to the spot, where he arrived at 5 P. M., but the Indians had fled. The bodies were found, Mr. Kern receiving only one ball, which passed through his heart, while Capt. Gunnison received fifteen arrows; the rest of the men were cut and butchered most horribly. Capt. Morris returned on Wednesday evening to our camp at Cedar Springs. This place we left on Sunday, and returned, after receiving the news, as quick as possible, as we would be more secure from an attack than at our former position. We will remain at this place until Monday, and then proceed to Great Salt Lake City to await orders. I remain, yours affectionately, JAMES A. SNYDER,

Assistant Draughtsman

THE METHODIST CHURCH CONTROVERSY.

We published on Saturday a report of the amicable settlement of the dispute which has so long existed between the two branches of the Methodist Episcopal Church, North and South, in regard to the property which belonged to them in common prior to the separation. The folowing is the official announcement of the adjustment:

SETTLEMENT OF THE METHODIST CHURCH PROPERTY QUESrion at New York.—The undersigned, a committee appointed for the purpose of preparing a statement for publication of the action of the Commissioners upon the question in litigation between the M. E. Church and the M. E. Church South, in relation to the property of the Book Concern in New York. York, report as follows: The Hon. John McLean having voluntarily undertaken

correspondence with the Commissioners of the M. E. Church and those of the M. E. Church South, and having received assurances from both parties of a disposition to come to an amicable settlement of the matter in litigation, and having amicable settlement of the matter in litigation, and having been invited to be present at a meeting of the aforesaid Com-missioners, and to aid them with his counsels, met with them at the Mission Rooms, 199 Mulberry street, New York, on the 26th ultimo, and, by the unanimous request of the Commissioners, acted as chairman.

After a careful and most friendly examination of the whole

question, the Southern Commissioners made a proposition for a settlement of their claim which the Commissioners for the New York concern accepted. Nothing now remains to be done to consummate this desirable adjustment of a most troublesome litigation but the execution of the necessary papers, and the arrangements for the final decree of the United States Court for the Southern District of New York, now in session is this circumstant. n this city.

This settlement has been agreed upon by the parties with

This settlement has been agreed upon by the parties without the arbitrament of a third party, and is to each entirely
satisfactory. The conclusion of this settlement was followed
by thanksgiving to God and most hearty expressions of Christian love and mutual confidence. The feelings which prevail
among the Commissioners of the two Churches, we may hope,
is a true type of that which will prevail hereafter throughout
the bonds of our common Methodism, north and south.

Much credit is to be awarded to his Honor Judge McLean
for his agreen in the completion of this important and desifor his agency in the completion of this important and des rable arrangement; and we doubt not but this act will stan

prominently among those of his long and brilliant care which have given him so enviable a position before the Chr tian public.

The details of the settlement will be made known to the public when the Final Decree of the Court shall transpire.
GEORGE PECK,

WILLIAM A. SMITH. The above report was unanimously adopted.

Z. PHILLIPS, Secretary. The following are the terms of the settlement of this

ontroversy, a decree for which purpose has been drawn up by Judge McLEAN and given to Judge BETTS, of New

The Commissioners of the Methodist Episcopal Church retain all the property belonging to the Book Concern, including the depositories at Boston, Pittsburg, and Charleston, (S. C.) with the papers at Auburn and Pittsburg, and the Commissioners and the Commissioners of the Commissioners and the Commissioners burg, and pay to the Commissioners of the Methodist Episcopal Church South their pro rata dividend. Amounting to the sum of ..

......\$69,962 59 And for their interest in the above property the sum of 121,937 41

Whole amount to be paid the South.. \$191,000 00 The South retain their newspaper presses, with about 40,000 in old notes and book accounts, within thounds of the Methodist Episcopal Church South.

The ladies of Maysville (Ky.) presented a pair of pan aloons to Lucy Stone in due form.

SUPREME COURT OF THE UNITED STATES.

At the opening of the Court yesterday morning Mr. Cushing, the Attorney General of the United States, addressed the Court as follows:

May it please your Honors: I rise to submit a motion which seems to be called for by the nature of the subject-matter. God, in his inscrutable but supreme will, has re-Mashington, December 9, 1853.

Messrs. Gales & Seaton: Will you be good enough to give place in the National Intelligencer to a copy of a communication from Capt. R. M. Morris, United States Army, to his excellency Gov. Young, which you will herewith receive?

Respectfully, your obedient servant,

JOHN M. BERNHISEL.

matter. God, in his inscrutable but supreme will, has removed from the service of the country, and from that path of honor which, through a long lifetime of greatness and goodness, he had so nobly trod, the Vice President of the United States. When the voice of some future panegy-rist, on the banks of the Mississippi, the Bravo, or the statesmen, and the magistrates of our country, as it recounts the names borne on that glorious roll of immortality, it cannot fail to pause with unalloyed satisfaction the name of William R. King. Providence from time at the name of WILLIAM R. KING. Providence from time to time raises up men to lead armies on to victory through the clash of the battle-field, or, by rare gifts of written or spoken thought, to wield at will the fiercest impulses of nations. Such men, if they have a superlatively splendid career, yet have an agitated one. They create events, and they partake of the vicissitudes of events. They may, they often do, have shaded sides of the mental formation, without which the bright ones would be too daz-zlingly brilliant. They come to be praised or dispraised alternately, according to the light in which their actions are viewed, and the flux or the reflux of the tides of popular emotion. If William R. King be not of these, yet he has an appropriate, and perhaps a more enviable, place in the temple of fame and in the hearts of Americans; for of him it is with plainest truth to be said that, with lofty elements in his character to merit and receive the most absolute commendation, there is nothing in it open to censure. He stands to the memory, in sharp outline as it were against the sky, like some chiselled column of an tique art, or some consular statue of the imperial republic, wrapped in its marble robes, grandly beautiful in the simple dignity and unity of a faultless proportion. Placed at an early age in that august assembly, the highest, all things considered, in this or any other land, the Senate of the United States, and continuing there, save with brief interruption of the most eminent diplomatic employ-ment, during a whole generation of time, and repeatedly elevated to preside over its deliberations, he had grown to be, not of it merely, but its representative man, its typical person, its all-conspicuous model of an upright, pure, spotless, high-minded, chivalric American Senator. This it is, in my judgment, which constitutes the distinctive trait in his character and career, and which drew to him the veneration and the confidence of his countrymen. We think of him almost as an historical monument of Senatorial integrity, rather than as a mere mortal man of the age. Like that gallant soldier who received the baton of marshal in the very scene of his achievements, and fell, struck by a cannon-shot, in the act of grasping the insig-nia of his command, so the Vice President did but reach the pinnacle of his greatness to die. Such a death, so timed, though premature for us whom he has left behind to the toils and cares of public duty, was not premature for the consummate completeness of his renown.

Knowing how deeply his loss must be deplored by your Honors, it is deemed fitting for me to move that this Court, in unison with what has been done by the two Houses of Congress, do now adjourn in manifestation of its respect for the memory of the deceased Vice President

Mr. Chief Justice TANEY replied as follows: The Court is sensible that every mark of respect is due to the memory of the late Vice President, WILLIAM

His life was passed in the public service, and marked throughout by its purity, integrity, and disinterested devotion to the public good.

It is true that no part of it connected him particularly with the judicial branch of this Government. But the people of the United States had elevated him to the highest office but one in their gift; and the loss of a statesman like him, so honored and so worthy of the honor bestowed, is felt to be a public calamity by this department of Government, as well as by that to which he more immediately belonged. And, as a token of their high respect for him while living, and their sincere sorrow for his death, the Court will adjourn to-day without transacting ts ordinary business.

Whereupon the Court adjourned until Monday morning

SAILING OF THE CANADA .- The Royal Mail steamship Canada sailed from Boston for Liverpool on Wednesday, with \$740,500 in gold and ingots.

Loss of Steamship Humboldt .- Our latest advices from Halifax confirm the previous account of the loss of this fine steamship. She struck on a ledge off Sambro Light when in charge of a pilot, but afterwards came off, and was run ashore in about three fathoms of water, with six feet of water in her hold. The tide ebbs and flows in her. Two hundred packages of merchandise have been saved in good order; but it is feared that threeat \$450,000.

The report of the Commander of the Russian Expedition, sent to Japan in 1852, states that the expedition consisted of a single ship, the Prince Menchikoff, Capt. Linderberg. The captain was sent out to interchange civilities and restore a number of Japanese shipwrecked on the Russian coast. The captain states that he was politely received but jealously watched by the Japanese officials, and was not allowed to land the poor fellows he had brought with him

EXPECTED INVASION OF CUBA. - The Empire City, which arrived at New York Tuesday morning with late dates from Havana, brings news that the Captain-General of Cuba has issued an important circular, bearing date October 29, to the several Captains of Departments, of a from the United States by a considerable force. In case of the landing of the invaders, every native is to be calld out who is capable of bearing arms, and where money s not forthcoming peaceably it is to be taken forcibly, with whatever property can be found. All who resist the law are to be shot. It is also ordered that all the principal Creoles shall be obliged to subscribe their names to cipal Creoles shall be obliged to subscribe their names to a declaration, under the general voluntary offering of provisions and property. Each of the Captains of De-partments is authorized, in case of necessity, to exact from her Majesty's subjects a forced loan of two million dollars for the support of the war.

While we believe all fears on this subject to be ground-

ess, we publish the above to show the extent of the preparations in Cuba to resist a repetition of the Kair-brained attempt of Gen. Lopez.—Boston Atlas.

Another victim of the insanity produced by spirit rap-ping has been sent from Springfield to the Worcester

Telegraphic Correspondence. Railroad Accident.

NEW YORK, DEC. 9 .- A collision occurred on the Erie ailroad last night, three miles from Jersey City, between the emigrant and express trains. The passenger cars of the express train were driven into one another, and six or eight persons seriously injured, among whom was Mrs. LITTLE, of Zanesville, who was in charge of Mr. White-More, of Staunton, Virginia. None of the emigrants were seriously hurt.

Baltimore Market

BALTIMORE, DEC. 9 .- The advices by the steamer Niagara have had a depressing effect on breadstuffs. Sales to-day of 500 barrels City Mills and 1,500 Howard street flour at \$6.62½, being a decline of 12½ cents per barrel since yesterday. The market closed with more sellers than buyers at these figures. Some were unwilling to offer more than \$6.50. The news has also depressed grain. more than \$6.50. The news has also depressed grain. Wheat declined two to three cents per bushel. About 16,000 bushels offered and mostly sold at 142 a 146 cents for red, and 152 a 155 cents for good to prime white; inferior lots 2 to 15 cents below the above figures. Corn also declined. About 30,00 bushels offered, and mostly sold at 70 cents for all wellows, new do 50 a 60. sold at 70 cents for old yellow; new do. 60 a 63; new sold at 70 cents for old yellow; new do. \$0 a 63; new white 55 a 58. Rye, Pennsylvania, 92 a 93 cents.

Provisions are very dull. Mess pork will not bring over \$14, prime \$12.50; mess beef \$15. Bacon, sides and shoulders, 64 a 7 cents, hams 10 a 12; lard, in barrels, 94 a 94, kegs 104 a 104; cheese 94 a 104 cents.

The tobacco market is very dull. Shippers are not disposed to purchase. High freights operate against prices.

The stock market to-day was quiet. Sales of Baltimon.

The stock market to day was quiet. Sales of Baltimore and Ohio railroad shares at 49½ cash to 53 on time. Money matters are considered somewhat easier. Good paper is taken on the street at 8 to 10 per cent. discount. The banks are doing as liberal a business as could be

New York Markets.

New York, Drc. 9 .- Cotton is unchanged. Flour is six cents per barrel lower, but the market is firmer. Sales of 7,750 barrels at \$6.87\ a \$7 for Genesee. Southern flour is dull, with sales of 400 barrels at \$7.12\ \dagge a \$7.25. Wheat is steady, with sales of 31,600 bushels at 178 for Genesee, 168 for red Western, and 173 for Pennsylvania white. Corn is firm, with sales of 18,000 bushels at 811 for mixed and 81 a 824 for yellow. Pork, beef, and lard are unchanged. Whiskey is firmer, with sales of 275 barrels at 28 a 28½, closing with 29 asked.